## DEVELOPMENT REVIEW BOARD REPORT



MEETING DATE: July 7, 2005		ITEM NO		
CASE NUMBER/ PROJECT NAME	95-DR-2004 Stetson Mixed Use (South C	Canal)		
LOCATION	7108 – 7166 E. Stetson Drive (between Scottsdale Road and 5 <sup>th</sup> Avenue).			
Request	Request approval of a site plan and elevations for a mixed-use project on Stetson Drive, south of the Arizona Canal.			
OWNER	Spring Creek Development 480-874-1002	Engineer	Kimley Horn & Associates 602-944-5500	
ARCHITECT/ DESIGNER	480-990-2800		Ken Allen Allen & Philp Architects 480-990-2800	
BACKGROUND	Zoning.			

The site is zoned Central Business District, Downtown Overlay (C-2, DO), which allows for mixed-use projects consisting of retail, restaurant, personal services, and office.

#### Context.

The site is located in the core of the Downtown within the Fifth Avenue District. The Fifth Avenue District contains the specialty shops and galleries of Fifth and Sixth Avenues, and Stetson Drive. The area consists of one and two story buildings built right up to the front property lines creating an active street front of continuous shops and frequent building entrances. This particular site is located just south of the Arizona Canal along the northern boundary of the District. Currently, the site is vacant due to the applicant demolishing all of the one and two story buildings that were located on the site. The project is surrounded by the following uses:

- East of the Site: A one-story restaurant (zoned Central Business District, Downtown Overlay) and a one-story retail building (zoned Downtown Retail Specialty Type 1, Downtown Overlay) with a variety of tenant's located between the site and Scottsdale Road. Further beyond Scottsdale Road, which is the eastern boundary line for the Fifth Avenue District, is the Galleria Office Building.
- North of the Site: The Arizona Canal, the northern boundary of the Fifth Avenue District, is located north of the site. The Scottsdale Waterfront, currently under construction, lies between the canal and Camelback Road to the north. The Waterfront project is anticipated to activate Marshall Way through its proposed uses and building design, as a pedestrian, retail experience and will connect the Fifth Avenue District to the Fashion Square Mall. Buildings will range from two stories along

- the streets to thirteen stories within the project. The Waterfront project is zoned Downtown Regional Commercial, Type 2, Planned Block Development, Downtown Overlay and with an Infill Incentive.
- West of the Site: Five existing one-story buildings with a variety of retail, restaurants, personal services, galleries, and offices border the west side of the site. Beyond these buildings is Goldwater Boulevard, the west boundary line of the Fifth Avenue District. All of the properties are zoned Central Business District.
- South of the Site: There exist many one and two story buildings (zoned either Central Business District, Downtown Overlay or Downtown Retail Specialty Type 1, Downtown Overlay) with a variety of retail, restaurants, personal services, galleries, and offices south of the site. These uses extend to Fifth Avenue, the south boundary line of the Fifth Avenue District.

#### History.

On May 17, 2004 a Redevelopment Agreement (No.2004-034-COS) between the City of Scottsdale and Stetson Canal LLC was recorded by Maricopa County. The agreement specifies the name as the Stetson Mixed Use Project and outlines how the project will be developed. Some of the amenities to be built by the developer include: a parking garage with a minimum of 124 public parking spaces; public restrooms; streetscape improvements; and off site utilities (unless City elects to construct some of them). On May 3, 2005 the City Council approved an Amendment to the Development Agreement (No. 2004-034A-COS) which made some changes to the legal descriptions, changes to the construction schedule, changes to the parking garage (City received a perpetual easement for part-time and full-time public use of not less than 264 parking spaces), and other minor miscellaneous changes.

On June 5, 2003, the Development Review Board, with case 69-DR-2003, approved the Arizona Bridge and the Canal Improvements.

Also, on July 8, 2004, the applicant presented this project, including conceptual elevations, to the Development Review Board at a Study Session. At that time, the Board had favorable comments regarding the project.

APPLICANT'S PROPOSAL

#### Applicant's Request.

The applicant requests approval of a site plan, landscape plan, and elevations for a mixed-use project consisting of four buildings.

#### **Development Information.**

Existing Use: vacant land, buildings demolished
 Proposed Use: mixed-use (retail, personal

services, office)

Parcel Size: 2.02 acres (net)
Total Building Size: 114,391 sq. ft.
Building Height Allowed/Proposed: 36 ft./36 ft.

Parking Required: 225.6 spaces (see attachment #23)
 Parking Provided: 225.6 spaces (see attachment #23)

Open Space Required/Provided: N/A
 Allowed FAR: 1.30 FAR
 Proposed FAR: 1.28 FAR

#### Phasing.

The project will not be phased except for the outdoor patios located on the Canal Bank.

**DISCUSSION** 

The project will be outlined in the following sections for the ease of describing the proposal: Site Plan/ Underground Garage, Building Descriptions, Landscaping/Outdoor Patios, and Key Issues.

#### Site Plan/Underground Garage

The approximate two-acre site is located between Stetson Drive and the Arizona Canal, which is approximately 110 ft. wide. Breaking up the site into two separate areas is the city plaza leading up to the canal bridge.

The approved Redevelopment Agreement set up Project Site Plan Guidelines and Restrictions (see Attachment #23) that required the proposal to meet. The applicant's site plan (see Attachment #4) indicates one building (Building A) west of the plaza/bridge and three buildings (Buildings B, C, &D) east. All four buildings propose retail space that fronts the sidewalk along Stetson Drive. Another plaza, proposed by the applicant, has been placed on the south and east side of Building A, orientated toward the city plaza and Stetson Drive, helping to better activate the street and city plaza. A trellis system has been designed into the plaza to help provide shade for users. Along with the obvious pedestrian connection (city plaza) from the street to the canal, the applicant proposes two more connections. The public pedestrian breezeways occur between Buildings B and C and the other between Buildings C and D, which gives public visibility to the building facades along the canal. The applicant proposes retail uses, doors to upper level offices, and restaurants, including patios, to open up to the canal creating an active frontage along the canal.

The applicant is also required to provide 264 part-time and full-time public parking spaces as part of the project, which have been provided. A two level underground parking garage has been proposed under the entire site to meet the public and the building requirements. At the south portion of the site along Stetson Drive, the applicant has provided a drive leading to a traffic circle. Off of this circle, the applicant has provided access to the service areas, to the underground garage, to some surface parking spaces, and to the adjacent parcel to the south. Staff has approved the locations of the elevators and stairways in the garage, which was required in the Redevelopment Agreement. They have been located to maximize access to the plaza and to the pedestrian breezeways on the ground level. A circular grand staircase is proposed from the first level of the garage to the developer's plaza. The applicant also proposes to provide parking spaces on the ground level (Stetson Drive level), tucked back next to the canal underneath Buildings B, C, and D, which will be accessed from a drive located off of Stetson Drive at the north part of the property.

#### **Building Descriptions**

The Fifth Avenue District has been built over time with some different architectural styles using a variety of different materials. To keep with the history of the area and help complement the existing buildings in the area, the applicant has intentionally designed the buildings with four distinct appearances.

The western most building (Building A) has been designed with Spanish revival architectural influences. The predominately smooth stucco building uses arched openings as its main architectural feature throughout the building. Building popouts help break up the building horizontally along Stetson Drive (south elevation). The pitched roof uses clay tile (Houstonian Blend), similar to those used in the area. To further enunciate the building forms, the applicant has chosen two light tan colors (Frazee #8212W Millet and Frazee 8214M Tobacco Road) to apply to the building. Gray Oldcastel Glass with Arcadia medium bronze aluminum frames was selected to be used throughout the building.

The smaller building (Building B) east of the city plaza, is more in line with a Spanish Colonial design. Architectural features of the building include a natural stone veneer (Goldstone Blend) tower element and natural cut stone veneer (Manko Cream) archways, faux sills, and copings. The building, having a residential look, uses rough and smooth stucco and is broken up with a variety of outdoor patio spaces located on different levels. Again, this building contains a clay tile (B308 MCA's #8 Blend) roof. The main body of the building consists of tan (Frazee #7754M Safari Tan) accented with a darker tan (Frazee #7755D Tannery). To be consistent with Building A, gray Oldcastel Glass with Arcadia medium bronze aluminum frames was also selected to be used throughout the building.

East, beyond Building B, is Building C. A public pedestrian breezeway separates the two buildings, but they are connected with upper level outdoor walkways. The applicant has chosen a more modern edifice, built of concrete frame with brick veneer. To give the relatively square building more interest, the applicant has added a vertical and horizontal element composed of metal panels (Alucobond Grecian Ivory) that mimics a later addition to the building. The predominately brick building uses square openings as its main architectural feature throughout the building. Two colored brick patterns (Phoenix Brick Grand Canyon Blend and PBY #20 and #21) are used accented with pre cast concrete (Frazee #8663W Rugged Trail) horizontal and vertical bands. The base of the building uses the metal panels (Alucobond Grecian Ivory) and rusted corten metal is used as another building accent. Again, gray Oldcastel Glass with Arcadia dark bronze aluminum frames was selected to be used throughout the building.

The eastern most building (Building D) was chosen by the applicant to be the most visually new structure with a modern warehouse design. Half of the rectangular building has a corrugated barrel roof painted gray (Frazee #8534 Solid Grey) and the other portions a flat parapet roof. The building has incorporated a corrugated metal tower and is composed of EFIS with a smooth stucco finish painted a green (Frazee #8654M Elkhorn Cactus) and metal panels (Alucobond Clear Anodized) with reveals. The applicant has painted some of

the bottom portions of the building a dark green (Frazee #8645D Grey Lock). Metal accents painted gold (Frazee #7283M Matisse Gold) have been used as architectural features and shading devices over windows throughout the building. Green glass with Arcadia clear anodized aluminum frames was selected to be used on the widows and doors throughout the building.

#### Landscaping/Outdoor Patios

Because of the size of the site and its location between the Arizona Canal and Stetson Drive, the area on the site suitable for landscaping is minimal. The landscape plan (see Attachment #5) shows five highlighted areas that the developer has provided some landscaping, but more detailed plans are needed. Staff has stipulated that detailed landscape plans of the five bubbled areas shall be prepared by the applicant, including but not limited to all planters and planter pots with the types, sizes, and quantities of all species.

On June 5, 2003, the Development Review Board approved case 69-DR-2002, the Arizona Bridge and the Canal Improvements including a landscape plan (see Attachment #26). With the current project, the City of Scottsdale, through a consultant, will be modifying and enhancing this plan to better compliment the proposed project. At the time of writing this report, only a Canal Bank Conceptual Landscape Plan (see Attachment #27) has been developed by the consultant. It is anticipated that Stetson Drive will continue to use the Sisso Tree, which is the dominant streetscape tree in the area, and Palo Brea Trees along the City Plaza and the Canal Bank. Palm trees will also be introduced along the City plaza leading up to the canal bridge.

The Canal Bank Conceptual Landscape Plan also indicates outdoor patio areas that will be used by the tenants of the development. Again, these are conceptual areas with no final designs. Staff has developed City of Scottsdale South Canal Bank Patio Design Guidelines, which will guide the designs of each patio. Staff has stipulated that the developer/patio tenant user shall use the guidelines in the patio design and shall return to the Development Review Board process for approval.

#### Key Issues

The project as proposed responds well to many of the objectives in the Downtown Plan Urban Design and Architectural Design Guidelines and to the Project Site Plan Guidelines and Restrictions (see Attachment #23). The response to the street space along Stetson Drive is less apparent. Staff finds that the applicant has not adequately addressed the following issues related to:

• Covered Walkways -The Downtown Design Guidelines speak specifically to some of these issues first "requiring" covered walkways on all buildings built on Stetson Drive. The guidelines also indicate a preference for walkways that are continuous along the street and that project over the sidewalk from the building. The proposed design does not include any frontage that meets this desired standard providing instead a mixture of intermittent recessed covered walkways, fabric window awnings, and architectural grade horizontal window/door awnings. The Downtown Design Guidelines provide for an option to the covered walkways allowing the substitution of the covered walkway with "other forms" of shaded walkways

or a shaded base.

- Street Front Building Edges The configuration of steet spaces, walkways, and pedestrian frontage proposed is similar to that approved with the Waterfront Development along Marshall Way and Camelback Roads, Type 2 Development Area instead of a Type 1 Development Area. Type 2 areas show building edges varying with patio spaces versus Type 1 areas, which show a continuous building edge with continuous, covered walkways over the sidewalk.
- **Sidewalk Dimensions** A related issue is the dimensions and ultimate usability of the Stetson Drive street space. The use of the street space has not been articulated with details. A concern remains regarding the width of the space. The plans indicate sidewalks that vary from 5 feet to 8 feet. At a minimum, ADA clearances must be achieved and in most instances a width of 8 feet to 10 feet should be maintained. The impact on the space from open-air dining, street furnishings, building mounted and freestanding lighting fixtures, ample space for pausing, sitting, and window-shopping should be considered.
- City Plaza vs. Developer's Private Plaza The designs of the City Public Plaza (bridge over the canal) and the developer's private plaza spaces fail to integrate. Project Site Plan Guidelines state they should be designed as to create a coordinated transition between the both of them. Both plazas design should share a similar reinforcing geometry and draw from a common mutual pallet of color and materials, and site furnishings. Since the city project is approved, the applicant should revise the private plaza design to show some relationships to the city plaza design.

**PUBLIC INPUT** 

On September 30, 2004, the applicant notified all property owners and associations within 300 feet of the site. The applicant also had individual meetings with interested Downtown landowners Joyce Floyd, Janet Wilson, Dewey Schade, Scutter Gookin, Sam West, Barbara Bartlett and Ginny Taylor to go over the details of the proposed project. An open house meeting was held by the applicant on October 13, 2004 from 9 am to 10 am and from 5:30 am to 6:30 am, which nine citizens attended. The applicant indicated that attendees expressed support of the project and asked about the proposed uses, tenants, and parking (see Attachment #24). The City of Scottsdale also held an open house for the public on November 11, 2004. Over a dozen people showed up asking general questions about the project, especially about the proposed uses, amount of square footage, height, and parking.

STAFF RECOMMENDATION

Staff recommends approval, subject to the attached stipulations.

### STAFF CONTACT(S)

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#### APPROVED BY

Bill Verschuren Report Author

Lusia Galav, AICP

Development Planning Manager

Phone: 480-312-2506

E-mail: lgalav@scottsdaleAZ.gov

#### **ATTACHMENTS**

- 1. Applicant's Narrative
- 2. Context Aerial
- 2A. Aerial Close-Up
- 3. Zoning Map
- 4. Site Plan
- 5. Landscape Plan
- 6. Color Elevations (Building A)
- 7. Color Elevations (Building B)
- 8. Color Elevations (Building C)
- 9. Color Elevations (Building D)
- 10. Streetscape from Stetson and from Canal Bank
- 11. Photos of the Site Model
- 12. Enlarged Sidewalk Plan (Building A)
- 13. Enlarged Sidewalk Plan (Building B & C)
- 14. Enlarged Sidewalk Plan (Building D)
- 15. Floor Plans of Underground Parking (P1 & P2)
- 16. Floor Plans of Stetson Drive (Level 1)
- 17. Floor Plans of Canal Bank (Level 2)
- 18. Floor Plans (Level 3)
- 19. Floor Plans (Level 4)
- 20. Building Sections
- 21. Building Sections
- 22. Wall Details
- 23. Project Site Plan Guidelines and Restrictions
- 24. Project Parking Analysis
- 25. Neighborhood Involvement Report
- 26. Arizona Bridge and the Canal Improvements Landscape Plan
- 27. City of Scottsdale Canal Bank Conceptual Landscape Plan
- 28. City of Scottsdale South Canal Bank Patio Design Guidelines
- A. Fire Ordinance Requirements
- B. Stipulations/Zoning Ordinance Requirements



# **Project Narrative**

This document will be uploaded to a Case Fact Sheet on the City's web site.

Date: _/D-/5-04	Project No.: <u>280</u> - PA - <u>2004</u>
Coordinator: BILL VERSCHUREN  Project Name: STETSON CANAL PROJECT	Case No.: <u>95</u> - <u>DR</u> - <u>2004</u>
Flojeci Name. JICI JEV CHVIL JASSE	
Project Location: 7/08-7/66 EAST STETSO	7K/
Property Details:	
☐ Single-Family Residentail ☐ Multi-Family Residential	☑ Commercial ☐ Industrial
Current Zoning: C-2 DO Proposed Zo	ning: SAME
Number of Buildings: 4, 1 FUTURE Parcel Size:	87,717 SF
Gross Floor Area/Total Units: 114,391 SF Floor Area R	atio/Density:/,37
Parking Required: SEE ATTACHED Parking Prov	IDADKING ANACYSIS  VONE W - NONE
Setbacks: N-16 S- NONE E- N	NONE W- NONE
Description of Request:  SEE ATTACHED	
Planning and Development Service	es Department

CP-NARRATIVE

Revision Date: 15-May-04

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

### Stetson Canal Project 7108-7164 E. Stetson Drive Case 95-DR-2004

#### **PROJECT NARRATIVE**

The Stetson Canal Project is a 114,391sq.ft. office, restaurant, retail mixed use project strategically located on approximately 2.02 acres, south of the Arizona Canal and on the north side of Stetson Drive, to be developed under the terms and conditions of the Development Agreement 2004-034-COS and 034A between the City of Scottsdale and Stetson Canal LLC. The City's public plaza at the Marshall Way bridge will be framed by the proposed buildings, creating new pedestrian linkages between Stetson Drive and the Arizona Canal and to encourage activity on the canal, street, and public plaza frontages.

The four proposed buildings are designed to create a sense of place and arranged to complement the existing 5<sup>th</sup> Avenue area specialty retail and gallery streetscapes that currently exist south of the Arizona Canal. They will also serve to draw the future residents of the waterfront residential towers to the south side of the Arizona Canal and experience not only this project but the unique art gallery and specialty retail offerings of the 5<sup>th</sup> Avenue and Marshall Way area.

The proposed project will include an underground public/private parking structure, along with smaller components of at-grade structured parking and surface parking. Vehicular parking access and project deliveries are focused on the east and west ends of the project, to allow a maximum of uninterrupted pedestrian flow at the Stetson Drive street level. Elevators, stairwells are strategically located to maximize access from the project-dedicated parking and public parking into the heart of the development. The open-air circular grand staircase is strategically located in the project's "village square" on the western periphery of the public plaza. It is anticipated that this will be the most convenient, visible, and consequently most used access to and from parking. It is also expected that this staircase, along with the icon tower of the building west of the staircase will serve as the visual organizing feature for the project and visitors to the public plaza. As part of the developer's commitment to the city pursuant to the Development Agreement, there are proposed to be men's and women's restrooms at the street level just west of the public plaza as a public amenity with access from the public plaza.

The three buildings east of the public plaza are proposed to be connected via pedestrian bridges at several levels over pedestrian breezeways. These bridges serve either the tenants of the proposed buildings, or in some cases create an alternative circulation system for visitors to the buildings. They also enhance the visual linkages between the canal and the shops and galleries to the south.

The project is proposed to conform with the existing C-2 DO (Downtown Qverlay) zoning district, the Downtown Architectural and Urban Design Guidelines, and the project site plan guidelines and restrictions contained in the Development Agreement.

The project design incorporates such urban design principles as stepbacks from the street to break up massing and create visual interest, recessed windows to create shadow, and the use of pedestrian arcades for pedestrian shade and comfort. The project has been designed to limit building height to 36' at both the Stetson Drive level and the Arizona Canal bank level.

Perhaps the most unique aspect of this project is that it has been intentionally designed to give the appearance of four distinct buildings that, while related, were erected at different times in the history of the 5<sup>th</sup> Avenue/Stetson Drive area.

The western most building, with its Spanish revival architectural influences, is most reminiscent of an old winery. While not literally true of course, grape groves are in fact documented in the more distant history of the area and lend credence to a southwestern winery theme for the project. The winery building has a tile roof similar to those used extensively in the 5<sup>th</sup> Avenue area's pedestrian arcades. It's arched openings are set into predominantly smooth stucco surfaces.

The smaller building east of the public plaza, in a more Spanish colonial design, has a modified residential aspect. It is suggestive of the idea that it may have been the estate house associated with the winery that has now being reused to house restaurants and office spaces. Its roof element is a weeping mortar tile. Exterior surfaces include both rough and smooth stucco, stone, and extensive use of pre-cast elements faux sills and copings.

The third building further east has been designed and clad to represent what would have been the wine crush house. It is a decidedly more modern edifice, built in concrete frame with brick veneer and the appearance of a later 1950's vintage addition with coated, aluminum panels in a matte finish.

The eastern most building is the most visually new structure. It will appear to have been built as the maintenance warehouse to support the crush house at a time when space needs forced additional development. The corrugated barrel roof stands over a building façade of E.I.F.S. in a smooth stucco finish and anodized aluminum.



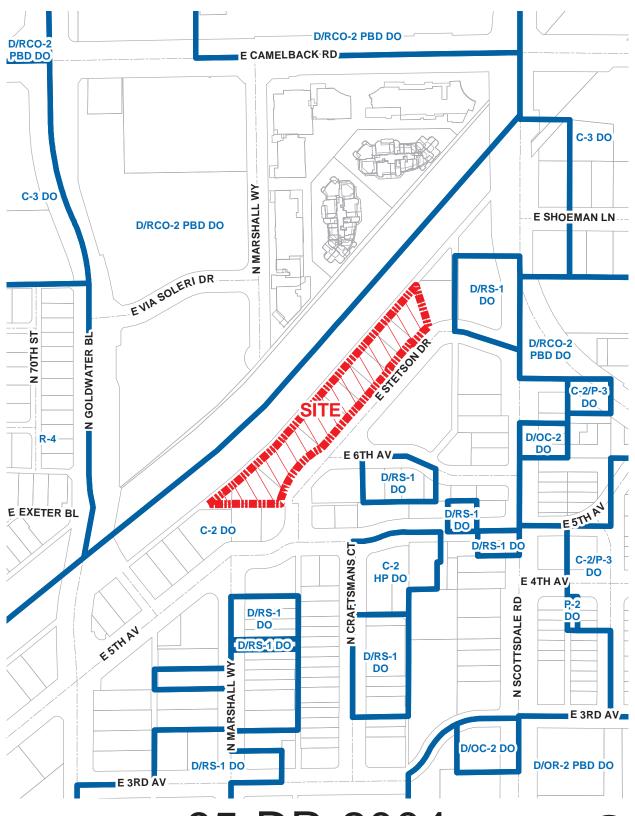
Stetson Canal Project

95-DR-2004



Stetson Canal Project

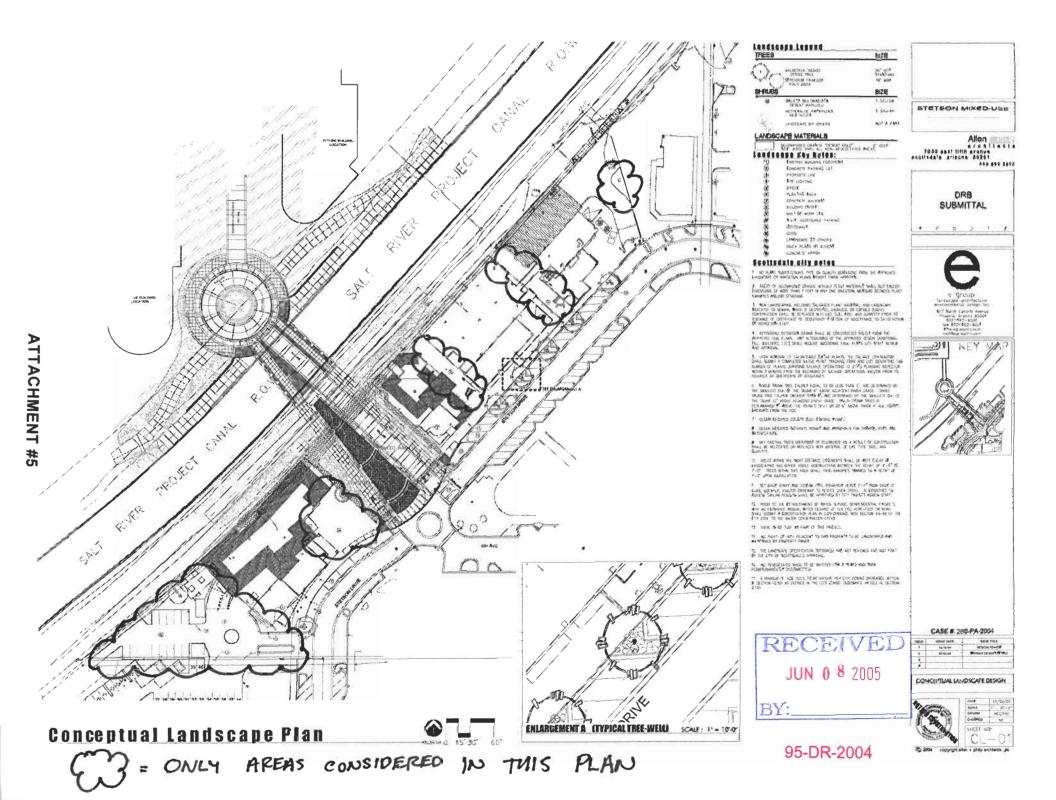
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ATTACHMENT #3











WEST ELEVATION



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COLOR TABLE

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STETSON DRIVE ELEVATION



ARIZONA CANAL ELEVATION



C.O.S. DR CASE #, 280 PA 2004

STREETSCAPE ELEVATIONS

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MODEL PHOTOS

MODEL PHOTOGRAPHS

# 95-DR-2004

Stetson Mixed Use (South Canal)

Attachment #12-14: Sidewalk Plans

15-19: Floor Plans

20-21: Building Sections

22: Wall Details

23: Project Site Plan and Guidelines and Restrictions

24: Project parking analysis

25: Neighborhood Involvement

26-27: Landscape Plan

28: COS South Canal Bank Patio Design Guidelines

These attachments are on file at the City of Scottsdale Current Planning office, 7447 E Indian School Road, Suite 105.

Please also refer to the

<u>Applicant Submitted Documents</u>
on the Case Fact Sheet for this application,
found at:

http://eservices.scottsdaleaz.gov/planning/casesheet.asp?caseid=25271.

# STETSON CANAL PROJECT 7108 - 7166 E. STETSON DRIVE SCOTTSDALE, AZ.

⊠ 1.	PREMISES INDENTIFICATION TO BE LEGIBLE FROM STREET OR DRIVE & MUST BE ON ALL PLANS.	⊠ 11.	BACKFLOW PREVENTION WILL BE REQUIRED ON VERTICAL RISER FOR CLASS 1 & 2 FIRE SPRINKLER SYSTEMS PER SCOTTSDALE REVISED CODE.
<b>⊠ 2.</b>	FIRE LANES & EMERGENCY ACCESS SHALL BE PROVIDED & MARKED IN COMPLIANCE WITH CITY ORDINANCE & IFC AT THE FOLLOWING LOCATIONS. PROVIDE A MIN. 24"-00" SURFACE	⊠ 12.	PROVIDE ALL WEATHER ACCESS ROAD (MIN. 16') TO ALL BUILDINGS & HYDRANTS FROM PUBLIC WAY DURING CONSTRUCTION.
	ON STETSON FOR FIRE OPERATIONS	⊠ 13.	NUMBER OF NEW FIRE HYDRANT
⊠ 3.	IT IS THE DEVELOPERS RESPONSIBILITY TO DETERMINE ULTIMATE COMPLIANCE WITH THE FAIR HOUSING ADMENDMENTS ACT & AMERICANS WITH DISABILITIES ACT & INCORPORATE SAME INTO THEIR BUILDING PLANS.		INSTALLATIONS <u>-02</u> DEVELOPER SHALL HAVE THE REQUIREDHYDRANTS INSTALLED & OPERABLE PRIOR TO THE FOOTING INSPECTION. HYDRANTS SHALL BE SPACED AT A MAXIMUM OF AT GPM. THE DEVELOPER SHALL MAKE THE C.O.S. APPROVED CIVIL WATER PLANS AVAILABLE
□ 4.	SUBMIT PLANS & SPECS FOR SUPERVISED		TO THE FIRE SPRINKLER CONTRACTOR.
	AUTOMATIC EXTINGUISHING SYSTEM FOR ALL COOKING APPLIANCES, HOOD PLENUMS & EXHAUST DUCTS.	⊠ 14.	PORTABLE FIRE EXTINGUISHERS SHALL BE INSTALLED. SEE SHEET(S)
⊠ 5.	PROVIDE A KNOX ACCESS SYSTEM:  ☑ A. KNOX BOX  ☐ B. PADLOCK  ☐ C. KNOX OVERRIDE & PRE-EMPTION	⊠ 15.	EXIT & EMERGENCY LIGHTING SHALL COMPL WITH THE C.O.S. ORDINANCE & THE IFC. SEE SHEETS
	STROBE SWITCH FOR AUTOMATIC GATES.	□ 16.	SUBMIT MSDS SHEETS & AGGREGATE QUANTITY FOR ALL HAZARDOUS MATERIALS INCLUDING FLAMMABLES, PESTICIDES,
<b>⊠ 6</b> .	INSTALL AN AS BUILT DRAWING CABINET ADJACENT TO THE FIRE SPRINKLER RISER. IT SHALL BE OF ADEQUATE SIZE TO ACCOMMODATE BOTH THE FIRE SPRINKLER & FIRE ALARM DRAWINGS. THE CABINET SHALL BE PROVIDED WITH A LOCK & KEYED TO MATCH THE FIRE ALARM CONTROL PANEL		HERBICIDES, CORROSIVES, OXIDIZERS, ETC. A PERMIT IS REQUIRED FOR ANY AMOUNT OF HAZARDOUS MATERIALS STORED, DISPENSED, USED OR HANDLED. COMPLETE AN HMMP & SUBMIT WITH THE BUILDING PLANS.
	& SUPERVISED BY THE FACP IF APPLICABLE.	⊠ 17.	FIRELINE, SPRINKLER & STANDPIPE SYSTEM SHALL BE FLUSHED & PRESSURE TESTED
<b>□</b> 7.	SUBMIT PLANS FOR A CLASS FIRE ALARM SYSTEM PER SCOTTSDALE REVISED CODES.		PER NFPA STANDARDS & SCOTTSDALE REVISED CODES.
⊠ 8.	PROVIDE INTERIOR TENANT NOTIFICATION WHEN OFF-SITE MONITORING IS REQUIRED.	⊠ 18.	FDC SIAMESE CONNECTIONS FOR SPRINKLERS AND/OR STANDPIPES WILL BE LOCATED PER ORDINANCE AND/OR AT AN APPROVED LOCATION. MINIMUM SIZE 2-1/2 x
⊠ 9.	ADD 2-1/2" WET FIRE HOSE VALVES (NSHT) IF FLOOR AREA EXCEEDS 10,000 SQ. FT. PER FLOOR LEVEL AND/OR IF FIRE DEPT. ACCESS IS LIMITED TO LESS THAN 360°. PROVIDE EXTERIOR 2-1/2" WET		2-1/2 x 4" (NSHT)  4' TO 8' BACK OF CURB; INDEP. WET LINE.  WALL MOUNTED - 15' CLEAR OF OPENINGS.
	HOSE VALVES	⊠ 19.	THE FIRE LINE SHALL BE EXTENDED A MAXIMUM OF 3' INTO THE BUILDING WITH A
⊠ 10.	BUILDINGS MAY BE SUBJECT TO INSTALLATION AND TESTING REQUIREMENTS FOR A PUBLIC SAFETY RADIO AMPLIFICATION EVELEM		MINIMUM OF CLEARANCE AROUND THE FIRE RISER. EXTERIOR ACCESS REQUIRED.

<u>95-DR-04</u> DATE: <u>10-29-04</u>

20.			SPRINKLER SYSTEM SHALL BE INSTALLED TO COMPLY WITH MINIMUM NFPA CRITERIA 2002 EDITION & SCOTTSDALE REVISED CODES. SYSTEMS WITH 100 HEADS OR MORE SHALL HAVE OFF-SITE MONITORING. AFTER BUILDING PLAN REVIEW, INSTALLING CONTRACTOR SHALL SUBMIT (3) THREE COMPLETE SETS OF DRAWINGS & HYDRAULIC CALCULATIONS REVIEWED BY A MINIMUM NICET III DESIGN TECHNICIAN.
		A.	MODIFIED NFPA 13-D SYSTEM WITH RESIDENTIAL QUICK RESPONSE SPRINKLER HEADS (2002 EDITION)
		В.	MODIFIED NFPA 13R SYSTEM (2002 EDITION) WITH RESIDENTIAL QUICK RESPONSE SPRINKLER HEADS IN DWELLING UNITS & ATTIC AREAS FED FROM SEPARATE FIRELINE PER C.O.S. ORDINANCE & INTERPRETATIONS & APPLICATIONS. CALCULATE UP TO FOUR REMOTE HEADS & 900 SQ FT MIN. IN ATTIC.
	$\boxtimes$	C.	NFPA 13 2002 EDITION COMMERCIAL SYSTEM / DESIGN CRITERIA: UNDERGROUND GARAGE AND ABOVE GRADEOFFICE AND MERCANTILE.
		D.	THE FIRE SPRINKLER SYSTEM DESIGN FOR WAREHOUSE / STORAGE OCCUPANCIES SHALL BE BASED ON THE FULL HEIGHT CAPACITY OF THE BUILDING PER SCOTTSDALE REVISED CODE. DENSITY CRITERIA:
		E.	SPRINKLER DESIGN CRITERIA FOR UNSPECIFIED WAREHOUSE COMMODITIES: .45 OVER 3000 SQ. FT.
		F.	THE PROJECT SPECIFICATIONS SHALL BE SUBMITTED WITH CONTRACT DRAWINGS.
	$\boxtimes$	G.	PROVIDE TRAFFIC PROTECTION FOR GAS METERS

Submit three (3) complete sets of drawings submitted by installing contractor, after building plan review is complete. Please refer questions to Fire Dept. Plan Review, 312-7070, 312-7684, 312-7127, 312-2372.

## Stipulations for Case: Stetson Canal Project Case 95-DR-2004

Unless otherwise stated, the applicant agrees to complete all requirements prior to final plan approval, to the satisfaction of Project Coordinator and the Final Plans staff.

#### **PLANNING**

#### **APPLICABLE DOCUMENTS AND PLANS:**

#### **DRB Stipulations**

- 1. Except as required by the City Code of Ordinances, Zoning Regulations, Subdivision Regulations, and the other stipulations herein, the site design and construction shall substantially conform to the following documents:
  - a. Architectural elements, including dimensions, materials, form, color, and texture, shall be constructed to be consistent with the building elevations, architectural details, and trellises submitted by Allen – Philp Architects with date provided on the plans by City Staff of 6/8/05.
  - b. The location and configuration of all site improvements shall be constructed to be consistent with the site plan submitted by Allen Philp Architects with date provided on the plans by City Staff of 6/8/05.
  - c. Landscaping, including quantity, size, and location of materials shall be installed to be consistent with the conceptual landscape plan submitted by Allen Philp Architects with date provided on the plans by City Staff of 6/8/05.
  - d. The development shall comply with the City of Scottsdale's City Council Development Agreement with Stetson Canal L.L.C. approved on May 27, 2004, and City of Scottsdale's City Council First To Development Agreement approved on May 3, 2005.

#### **ARCHITECTURAL DESIGN:**

#### **DRB Stipulations**

- 2. The face of the service entrance section(s) shall be flush with the building façade and painted to match the building.
- 3. All exterior mechanical, utility, and communications equipment shall be screened by parapet or wall that matches the architectural color and finish of the building. Wall or parapet height for roof-mounted units shall meet or exceed the height of the tallest unit. Wall height for ground-mounted units shall be a minimum of 1 foot higher than the tallest unit.
- 4. All exterior conduit and raceways shall be painted to match the building.
- 5. No exterior roof ladder shall be allowed where they are visible to the public or from an off-site location.
- 6. Roof drainage systems shall be interior, except that overflow scuppers are permitted. If overflow scuppers are provided, they shall be integrated with the architectural design.
- 7. Wall enclosures for refuse bins or trash compactors shall be constructed of materials that are compatible with the building(s) on the site in terms of color and texture.
- 8. Dooley wall fencing shall not be allowed.
- 9. All site and screen walls shall match the architectural color, materials and finish of the building(s).

10. Any subsequent modifications to the approved development agreements, referenced in stipulation 1.d, affecting the architecture of the buildings, shall require the building elevations to return to the Project Coordinator for a subsequent approval as determined by the Zoning Administrator.

#### **Ordinance**

- A. Building height shall be determined in accordance with the Development Agreement approved by the City of Scottsdale's City Council.
- B. The total floor area for purposes of determining the provided Floor Area Ratio is 114,391 square feet as determined by the Zoning Administrator.

#### **SITE DESIGN:**

#### **DRB Stipulations**

- 11. Any subsequent modification to the approved developments agreements, referenced in stipulation 1.d, affecting the site plan, shall require the site plan to return to the Project Coordinator for a subsequent approval as determined by the Zoning Administrator.
- 12. The developer shall use the City of Scottsdale South Canal Bank Patio Design Guidelines when designing the outdoor patios along the canal bank and shall return to the Development Review Board process for approval.
- 13. Bike parking shall be distributed in multiple locations throughout the project that are convenient for public access. The locations shall be primarily adjacent to public access sidewalks and courtyards directly accessible for a public access sidewalk.

#### LANDSCAPE DESIGN:

#### **DRB Stipulations**

14. The elements that are highlighted on the Landscape Plan (staff dated 6/8/05) shall be submitted with more details to the Project Coordinator for a subsequent approval as determined by the Zoning Administrator.

#### **Ordinance**

C. The developer shall provide trees in accordance with the Zoning Ordinance, 1 mature tree for every 400 square feet of provided landscaping. Mature trees shall be provided in sizes as follows: 5 inch caliper for single trunk trees; 2.5 inch average for multi-trunk forms; and 20 feet trunk height for palms.

#### **EXTERIOR LIGHTING DESIGN:**

#### **DRB Stipulations**

- 15. All exterior luminaires shall meet all IESNA requirements for full cutoff, and shall be aimed downward and away from property line, except sign, parking canopy lighting, landscape lighting, in grade up lighting, and decorative building accent light.
- 16. The individual luminaire lamp shall not exceed 250 watts.
- 17. All exterior light poles, pole fixtures, and yokes, including bollards shall be a flat black or dark bronze.
- 18. Incorporate into the project's design, the following:

#### Parking Lot and Site Lighting:

- a. The maintained average horizontal illuminance level, at grade on the site shall not exceed 10.0 foot-candles.
- b. The maintained maximum horizontal illuminance level, at grade on the site, shall not exceed 2.5 foot-candles. All exterior luminaires shall be included in this calculation.
- c. The initial vertical illuminance at 6.0 foot above grade, along the entire property line (or 1 foot outside of any block wall exceeding 5 foot in height) shall not exceed 1.5 foot-candles. All exterior luminaires shall be included in this calculation.

d. If in grade up lighting is utilized, the lamps shall not exceed 40 watts.

#### Parking Structure Lighting:

e. Lighting provided within the parking structure shall be provided in accordance with the IESNA required standards.

#### **Building Mounted Lighting:**

f. All luminaires shall be recessed or shielded so the light source is not directly visible from property line.

#### Landscape Lighting

- g. All landscape lighting directed upward shall be black and utilize the extension visor shields to limit the view of the lamp source.
- h. Landscaping lighting shall only be utilized to accent plant material.
- i. All landscape lighting directed upward, shall be aimed away from property line.
- j. All landscape lighting hanging in vegetation, shall contain recessed lamps, and be directed downward and away from property line.
- k. The landscape lighting lamp shall be an incandescent or halogen incandescent source, and shall not exceed 50 watts.

#### **VEHICULAR AND BICYCLE PARKING:**

#### **DRB Stipulations**

19. Bike rack design shall be in conformance with City of Scottsdale M.A.G. Details unless otherwise approved in writing by the City of Scottsdale's Transportation Department.

#### **Ordinance**

D. Bike parking shall be provided in accordance with the Zoning Ordinance.

#### **ADDITIONAL PLANNING ITEMS:**

#### **DRB Stipulations**

- 20. No exterior vending or display shall be allowed.
- 21. Flagpoles, if provided, shall be one piece, conical, and tapered.
- 22. Patio umbrellas shall be solid colors and shall not have any advertising in the form of signage or logos.

#### **ENGINEERING**

The following stipulations are provided to aid the developer in submittal requirements, and are not intended to be all inclusive of project requirements. The developer shall submit engineering design reports and plans that demonstrate compliance with city ordinances, the <u>Scottsdale Revised Code</u> and the <u>Design Standards and Policies Manual</u>.

#### **APPLICABLE DOCUMENTS AND PLANS:**

- 23. Site Plan entitled, Site Plan, submitted by Allen & Philip Architects PC. and dated 6/8/05 by City staff.
- 24. Preliminary Drainage Report entitled, Stetson Drive / 5<sup>th</sup> Ave. Preliminary Drainage Report, submitted by Kimley-Horn and Associates, Inc. And dated 05/06/05 by City staff.

#### **CIVIL IMPROVEMENT PLAN REQUIREMENTS:**

#### **DRB Stipulations**

- 25. The developer shall coordinate the drainage design with Capital Projects Management, (Bill Peifer, City's CPM Project Manager for the Canal Bank Park and Plaza Improvements and the underground parking garage located underneath the proposed private development).
- 26. The proposed development consists of both a public portion with the construction of the underground parking garage and above ground plaza, and the private portion consisting of numerous restaurants and shops as a mixed-use development, as part of this development, a Master Drainage Report should be prepared and submitted by the developer for the entire project based on these coordination efforts.

#### **Ordinance**

- E. Stormwater Storage Requirement: Prior to the submittal of Final Construction Plans, the Developer shall submit Stormwater Storage Waiver Application (Directly to One Stop Shop):
  - a. The developer should apply for a stormwater storage waiver in accordance with Section 2-106, Waiver of Stormwater Storage Requirements, and Chapter 37, the City's Floodplain and Drainage Ordinance.
  - The developer should apply for a stormwater storage waiver in accordance with Section 2-106, Waiver of Stormwater Storage Requirements, and Chapter 37, the City's Floodplain and Drainage Ordinance
  - c. The Request for Waiver shall include a supportive argument, which demonstrates that historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
  - d. The developer shall submit an estimate for payment in-lieu of on-site storm water storage. The amount of payment in-lieu is subject to approval by City staff.
    - I. Payment in-lieu of storm water storage shall be estimated as the equivalent cost to construct on-site storm water storage, including but not limited to excavation; hydraulic structures, storm drain pipe and ancillary costs; and the land value (using square footage) for that portion of the site no longer required for storm water storage.
    - II. Prior to the issuance of permits, payment in-lieu of storm water storage shall be paid. (In-lieu payments may be phased with the phasing of the project, subject to the approval of City staff.)

#### F. FINAL DRAINAGE REPORT.

- a. With the final improvement plans submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall be in conformance with the <u>Design Standards and Policies Manual</u> Section 2.1 "Drainage Policy, Downtown Scottsdale." In addition, the final drainage report and plan shall:
- b. Provide final calculations and detailed analysis that demonstrate consistency with the accepted Conceptual Drainage Plan and Report.
- c. A final drainage report shall be submitted that demonstrates consistency with the conceptual drainage report approved in concept by the Planning and Development Services Department.
- d. Before the approval of improvement plans by city staff, the developer shall submit two (2) hard copies and one (1) compact disc copy of the complete final drainage report and plan.
- e. With the final improvement plans submittal to the Plan Review and Permit Services Division, the developer shall submit a final drainage report and plan, subject to City staff approval and it shall:
  - 1- Document the post-development runoff for the proposed development with calculations.
  - 2- Provide calculations verifying the design for all storm drainage facilities, both public and private, to be constructed for the proposed development.
  - 3- Include a preliminary grading and drainage plan that shows contours and/or spot elevations to show drainage patterns for the development. The preliminary plan should show the points of disposal into the City's proposed storm drain system for the runoff from roof drains, impervious areas, etc., for the private portion of the

- development. The preliminary plan should show how drainage for the underground parking garage will be handled with pavement elevations, slopes, pumps, etc.
- 4- Include narrative to explain how runoff from the proposed development will be handled for both above and below ground structures, and the points of disposal as shown on the preliminary grading and drainage plan.
- 5- Provide information about the flood hazard zones for the property and a copy of the appropriate FIRM showing the flood zone.
- 6- Address how the lowest floor elevations for the structures will be set.

#### G. Underground Stormwater Storage:

- (1) Underground stormwater storage is prohibited unless approval is obtained from the City's Floodplain Administrator.
- (2) Drywells are not permitted.

#### H. Street Crossings:

- (1) Watercourse crossings for roads shall be designed to provide for 100-year access to all lots by at least one route. Accessibility will be considered to exist if it can be shown by the engineer that at the time of the peak flow, the depth of flow over the road will not be greater than 1 foot.
- REQUIRED SPECIAL INSPECTONS. Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2.109 of the <u>Design Standards and Policies Manual</u> for more information on this process.
- J. CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT. Before the issuance of a Grading & Drainage Permit:
  - a. The developer shall certify that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
  - b. The Inspecting Engineer shall complete Part III (Certificate of Responsibility) of the CSIDF.
- K. CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE. Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
  - a. The Inspecting Engineer shall complete the Certificate of Compliance form.
  - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.

#### ROADWAY, INTERSECTION, AND ACCESS DESIGN:

#### Ordinance

L. The developer shall submit a detailed striping and signage plan with final plans. The striping and signage plan shall include all existing improvements and striping within 300 feet of the limits of construction, and all signs, striping, or other traffic control devices proposed to accommodate phased and ultimate construction.

#### **INTERNAL CIRCULATION:**

#### **DRB Stipulations**

- 27. The developer shall provide a minimum parking-aisle width of 24 feet.
- 28. The developer shall provide internal circulation that accommodates emergency and service vehicles with an outside turning radius of 45 feet and inside turning radius of 25 feet.

29. The developer shall design the all dead-end parking aisles in general conformance with the included detail.

#### **Ordinance**

M. Parking areas shall be improved with a minimum of 2.5 inches of asphalt over 4 inches of aggregate base.

#### **DRB Stipulations**

Sight Distance Easements:

- 30. Sight distance easements shall be dedicated over sight distance triangles.
  - a. Sight distance triangles must be shown on final plans to be clear of landscaping, signs, or other visibility obstructions between 2 feet and 7 feet in height.
  - b. Refer to the following figures: 3.1-13 and 3.1-14 of Section 3.1 of the City's Design Standards and Policies Manual, published December 1999.
- 31. Indemnity Agreements:
  - a. When substantial improvements or landscaping are proposed within a utility easement, an indemnity agreement shall be required. The agreement shall acknowledge the right of the City to access the easement as necessary for service or emergencies without responsibility for the replacement or repair of any improvements or landscaping within the easement.

#### **Ordinance**

- N. Drainage Easement:
  - (1) Drainage and flood control easements shall be dedicated to the City to the limits of inundation for all vista corridor washes, for all washes having a discharge rate of 25 cfs or more, for all FEMA regulatory floodways to the extent of the 100-year base flood elevation, and for all stormwater storage basins. All drainage and flood control easements shall be dedicated to the City with maintenance responsibility specified to be that of the property owner.
- O. Waterline and Sanitary Sewer Easements:
  - (1) Before the issuance of any building permit for the site, the developer shall dedicate to the City, in conformance with the <u>Scottsdale Revised Code</u> and the <u>Design</u> <u>Standards and Policies Manual</u>, all water easements necessary to serve the site.

#### **REFUSE:**

#### **DRB Stipulations**

- 32. Refuse enclosures shall be constructed to City of Scottsdale's standards. Details for construction of trash enclosures can be found in the <u>City of Scottsdale Supplements to MAG Standards</u>, standard detail #2146-1,2(2 is grease containment) for single enclosures and #2147-1,2(2 is grease containment) for double enclosures.
- 33. Enclosures must:
  - a. Provide adequate truck turning/backing movements for a design vehicle of turning radius R (minimum) = 45 feet vehicle length of L = 40 feet.
  - b. Be positioned to facilitate collection without "backtracking."
  - c. Be easily accessible by a simple route.
  - d. Not require backing more than 35 feet.
  - e. Not be located on dead-end parking aisles.
  - f. Enclosures serviced on one side of a drive must be positioned at a 30-degree angle to the centerline of the drive.

#### **Ordinance**

- P. Refuse enclosures are required as follows:
  - (1) Restaurants: One per restaurant
  - (2) Commercial Building Space: One for 0 to 20,000 s.f., Two for 20,001 to 40,000 s.f., Three for 40,001 to 60,000 s.f., etc.
- Q. Underground vault-type containers are not allowed.
- R. Refuse collection methods, i.e., site plan circulation will be approved at final plan review.
- S. Refuse collection can be provided by the City of Scottsdale's Sanitation Division, at 480-312-5600.

#### WATER AND WASTEWATER STIPULATIONS

The following stipulations are provided to aid the developer in submittal requirements, and are not intended to be all-inclusive of project requirements. Water and sewer lines and services shall be in compliance with City Engineering Water and Sewer Ordinance, the <u>Scottsdale Revised Code</u> and Sections 4 and 5 of the <u>Design</u> Standards and Policies Manual.

#### **DRB Stipulations**

- 34. Where walls cross or run parallel with public water mains, public sewer mains, or public fire lines the following shall apply:
  - a. For walls constructed parallel to these pipes, the walls shall be a minimum of six (6) feet from the outside diameter of the pipe.
  - b. For walls constructed across or perpendicular to these pipes, the walls shall be constructed with gates or removable wall panels for maintenance and emergency access.

#### WATER:

#### **DRB Stipulations**

- 35. Basis of Design Report (Water):
  - a. Before the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall obtain approval of the Water Basis of Design Report from the City's Water Resources Department. The report shall conform to the draft <u>Water and Wastewater Report</u> <u>Guidelines</u> available from the City's Water Resources Department.

#### **Ordinance**

T. The water system for this project shall meet required health standards and shall have sufficient volume and pressure for domestic use and fire protection.

#### **WASTEWATER:**

#### **DRB Stipulations**

- 36. Wastewater Basis of Design Report. Before the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall obtain approval of the Wastewater Basis of Design Report from the City's Water Resources Department. The report shall conform to the draft <u>Water and Wastewater Report Guidelines</u> available from the City's Water Resources Department.
- 37. On-site sanitary sewer shall be privately owned and maintained.
- 38. Existing water and sewer service lines to this site shall be utilized or shall be abandoned by disconnection at the main.

#### **Ordinance**

U. Privately owned sanitary sewer shall not run parallel within the waterline easement.

- V. All sewage discharged from this development shall meet local and federal pretreatment standards for sewage discharge. The facility may require a City Industrial Users Permit and related monitoring and sampling facility. All development within industrial (I-1) zoned districts shall provide a monitoring manhole.
- W. Grease interceptors shall be provided at restaurant connections to the sanitary sewer. The interceptors shall be located as to be readily and easily accessible for cleaning and inspection.

#### **CONSTRUCTION REQUIREMENTS**

#### **DRB Stipulations**

As-Built Plans.

- 39. City staff may at any time request the developer to submit as-built plans to the Inspection Services Division.
  - a. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor.
  - b. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins, underground storm water storage tanks, and bridges as determined by city staff.

#### **Ordinance**

X. Section 404 permits. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]